

What is claimed is:

1. An EGR system for an internal combustion engine with a turbo-charger, comprising a first EGR passage for recirculating a part of the exhaust gas from the upstream side of a turbine of the turbo-charger to the downstream side of a compressor of the turbo-charger, wherein a second EGR passage for recirculating a part of the exhaust gas from the downstream side of said turbine to the upstream side of said compressor, a diesel particulate filter arranged in said second EGR passage, a flow control means for controlling the exhaust gas flow in said first EGR passage and said second EGR passage, and an EGR control means for controlling the flow control means based on data detected by an exhaust gas state monitoring means are provided.

2. The EGR system for the internal combustion engine with a turbo-charger as claimed in claim 1, wherein the flow control means is composed of the first EGR valve arranged in said first EGR passage and the second EGR valve arranged in said second EGR passage, said exhaust gas state monitoring means being composed of an exhaust gas temperature sensor arranged in said exhaust passage, and the EGR control means controls the exhaust gas flow by controlling said first EGR valve and said second EGR valve to be open/closed based of the exhaust gas temperature detected by the exhaust gas temperature sensor.

3. The EGR system for the internal combustion engine with a turbo-charger as claimed in claim 2, wherein when said exhaust gas detection temperature is not higher than the regeneration temperature of said diesel particulate filter, said first EGR valve is controlled to be open, while said second EGR valve is controlled to be closed, and when said exhaust gas detection temperature is higher than the regeneration temperature of said diesel particulate filter, said second EGR valve is controlled to be open.

4. The EGR system for the internal combustion engine with a turbo-charger as claimed in any of claims 1 to 3, wherein said diesel particulate filter is composed of a diesel particulate filter with an oxidation catalyst.

5. The EGR system for the internal combustion engine with a turbo-charger as claimed in any of claims 1 to 4, wherein an inlet of said second EGR passage is arranged at the upstream side of said turbine instead of being arranged at the down stream side of said turbine.